news

TOWN PLANNING INSTITUTE OF CANADA

Vol. 1, No. 5 JUNE 1956

PREFACE

At the last meeting of the Ottawa Chapter in the 1954-55 season a recommendation was made to the Council of the Institute that each Chapter in turn should be asked to provide the material for an issue of News. As the Institute membership is spread over so wide an area this suggestion was made to provide the Chapters with an opportunity to voice their opinions, problems and experiences to the membership of the Institute as a whole.

Although a comparatively small Chapter, the members are engaged in a wide range of activities and it was decided to use this issue to give members an indication of the type of work carried out by the profession in Ottawa.

This issue of News can almost be regarded in the nature of an experiment and I hope that other Chapters will take as keen an interest in producing their issues as has the Ottawa Chapter.

G. Nordmann
Convenor, Ottawa Chapter

OTTAWA CHAPTER

E.F. Grove - Secretary Treasurer, Ottawa Chapter.

A most successful series of meetings was held by the Ottawa Chapter during the winter of 1954-55. In the main, the meetings were addressed by senior officials of the various agencies concerned with planning the National Capital. The interesting and peculiar problems created by the many overlapping authorities were discussed, and their solutions analysed.

At the last of the six meetings, April 20th, Institute business only was discussed, following which nine recommendations were formulated and sent to the President. Several of these recommendations have now been acted upon.

There were on the average some twenty people at each meeting including guests of the Chapter. It has been a policy to invite people interested in planning to our meetings, in order to create general interest.

The first meeting of the 1955-56 season last November was given primarily to consideration of the annual conference and to preliminary thoughts on the forthcoming sessional programme. Book reviews, speakers, outings and general discussions were, all mooted, the biggest problem being to relate them to a six month programme. Six meetings are scheduled from January to June with possibly a summer outing in July or August.

On the whole the Chapter, encouraged by the success of last winter's meetings, feels that it is moving toward an established pattern of professional activity. All members look forward to hearing of similar news from other Chapters, either by direct correspondence, or through the medium of "News".

Finally any member of the Institute visiting Ottawa is cordially invited to contact the Secretary at Central Mortgage and Housing Corporation, Headquarters - Montreal Road.

THE NATIONAL CAPITAL PLAN

D.L. McDonald - Director of Planning, Federal District Commission

In the preparation of the Master Plan by Mr. J. Greber and his Canadian associates, a considerable amount of study was given to the social and economic trends of the Ottawa-Hull area as well as to the physical changes which could be expected as a result of the growth of population. This Master Plan, known as "Plan for the National Capital - 1950 - General Report" is a most comprehensive document comprising basic data, conclusions and recommendations.

When this report was tabled in Parliament on May 22, 1951, by the Prime Minister, the Right Honourable L.S. St. Laurent, P.C., M.P., the accompanying recommendation from the National Capital Planning Committee stated:

> "The purpose of the Report is that of a chart to a long-range goal ..... consequently the Committee in endorsing the Report, is not passing on the detailed merits of all elements; instead, adoption is recommended in the spirit in which it is submitted, namely as a chart to guide when various developments or projects are undertaken in the future".

This statement is significant as it indicates that the purpose of the plan was to act as a guide to the principles of the overall planning and yet allow a high degree of flexibility in the details required to accomplish such planning. Many changes have taken place to the Master Plan but these have had little effect on the principles set out in the Report. These principles are as follows:

1. That the railways and their ancillary industrial activities should be removed from the built-up area.

2. That streets, access roads and bridges should be made adequate for the needs of the enlarged metropolitan area.

3. That the downtown area could not accommodate nor is it desirable that it should accommodate many more government buildings and that in the interests of traffic and civil defence, these buildings should be decentralized.

4. That the National Capital should be developed to a standard which would be suitable for a nation of Canada's increasing importance.

5. That the natural beauty of the urban area and the surrounding countryside should be reclaimed or preserved for the benefit of the people of Canada and the local population.

"It is now possible to assess the influence of the Master Plan on the growth of the urban area as indicated by the following statistics:

	1945	1955
Population (persons)	244,327	329,374
Motor Vehicle Registration (all classes)	23,576	80,873
Built-Up Area (acres)	13,751	33,736
Federal Holdings (acres)	4,177	14,467
Building Permits ($)	3,670,496	65,741,880
Assessment ($)	172,515,136	400,931,861

In arriving at the figures for built-up areas, all federal holdings excepting V.L.A. and C.M.H.C. lands for housing, are included whether developed with buildings or not. Thus, of the total increase of 19,995 acres (approximately), 10,290 acres result directly from Federal activities and 9,695 acres from private endeavour.

"The Federal Government has acquired since 1945 over 10,000 acres within the urban area in locations and for purposes recommended by the Master Plan."

Some of this land has been acquired as sites for government buildings but the greater part has been secured by the Federal District Commission to implement Master Plan proposals dealing with railway, industrial, highway, park and parkway proposals. Both the Federal Government and Federal District Commission land buying programs are now reasonably complete. It must be mentioned that, in the interests of economy and especially to minimize the disturbance to home owners, Federal policy is to acquire raw land before it is required for ordinary municipal expansion.

Possibly, the most interesting development and certainly the one which will have the most far-reaching effect is the relocation of the railway lines within the metropolitan area. These, along with the Ottawa River, Rideau River and the Rideau Canal divided the urban area into many distinct parts and caused very great interference to the movement of traffic. In addition, the railway lines, being adjacent to most of the built-up sections, depreciated land values and were responsible, at least in part, for the creation of depressed areas of housing.

The line having the most serious effect on the City of Ottawa was known as the "Cross-town" track of the C.N.R. By providing equivalent railway facilities outside the built-up area to the south of the City, this line has now been abandoned, including a large section devoted to makeup yards. In all, about 12 miles of right-of-way will be transferred to the Federal District Commission for purposes of the Master Plan.

It is proposed to construct on this right-of-way, which will be widened by acquisition to 200', a limited access highway which will be known as the Queensway. The Queensway will become a link in the Trans Canada Highway system and this route will pass through the City of Ottawa within a mile of the Parliament Buildings and the commercial centres of the city. It may be argued that the value of the right-of-way virtually covers the costs of constructing 5-1/2 miles of mainline trackage, new makeup yards, new railway buildings and of acquiring the land required for these undertakings.

The railway relocation program will take place by progressive stages as railway lines and the industries dependent thereon are moved to other locations. It is expected that within the next 5-10 years, virtually all the railway lines which can be removed, will have been removed. This will involve the abandonment of more than 15 additional miles of railway all within the central core of the National Capital district. Ultimately, the Union Station, presently in a downtown location, will be moved to the south of the City of Ottawa.

The construction of the Queensway, its approaches and its separated crossings of main streets, will cost between $15 - $18,000,000.00 and will be proceeded with shortly. This traffic artery will have 6 lanes in the central area (about 2 miles) and 4 lanes elsewhere. Negotiations are now underway between the four partners, the Department of Highways of Ontario, the City of Ottawa, the Federal Trans-Canada Highway Authority and the Federal District Commission, with respect to sharing costs.

Many Government buildings are being erected on sites which are several miles or more from the Parliament Buildings. The 1946 amendment to the Federal District Commission Act gives the Commission powers to control the siting, and external appearance of buildings erected or modified by the Federal Government or its agencies.

This control of aesthetics has been one of the more interesting phases of Master Plan development. In all, the appearance and site for some 200 buildings, has been reviewed by the Architectural Committee of the Federal District Commission. No attempt has been made to impose an architectural style provided the building is compatible in appearance and materials with neighbouring structures and is of a style which its designer can handle well. Since most Government building areas are designed at the same time, it is possible to relate one building to another.

The question of setting up aesthetic controls over private buildings is vastly more complex and must be handled with caution. Since 1927 the Federal District Commission has exercised such controls (by deed stipulations) over houses facing Island Park Drive and these have been erected almost every year during this period. Plot plans and architectural drawings of each house were approved prior to the commencement of construction and each was reasonably well-designed for the period of its erection. However, architectural styles have changed greatly during the past 30 years and as a result, the appearance of the street is disappointing.

Experience gained from the exercise of such controls indicates that, if possible, steps should be taken to ensure that portions of the project should be completed in a reasonably short space of time say 5 years. As well, care must be taken to ensure a harmonious inter-relationship of colour, height and materials. To this end, specifications should be laid down for materials of construction; colour, especially of the roof, cornice height and, the relationship of the bulk of the building to the area of the land. Lastly, the owner or his designer must be impressed with a sense of responsibility to his neighbours.

Another important and controversial issue is being studied at the present time - the setting up of a Green Belt. It is recommended by the Federal District Commission that this belt at the limit of urban services of sewer and water, be about 2-1/2 miles in width and be restricted to land uses on propetties of 5 acres or more in extent. Consideration is being given to the basic question as to whether such a belt should be established by zoning or whether, in Canada, such a procedure is unduly onerous on the farmer and that compensation should be paid for future value which will be derived from the growth of the urban area. No forecast can or should be made at this time with respect to the outcome of the current controversy.

It would be unwise to overlook the contribution of the Federal District Commission to the development and amenities of the National Capital district. Gatineau Park, a wilderness park, comprises some 50,000 acres and will become 75,000 acres in extent; the banks of the Ottawa and Rideau Rivers have been acquired in both the cities of Ottawa and Hull; parklands in belts to bisect the new residential areas are now in public ownership. Within these parks, parkways will be constructed. To assist the movement of traffic, four new bridges have been constructed and to these the Federal District Commission has made financial contributions ranging from 90% to 16-2/3%.

The control of land use is vested with the local municipalities and they control the growth within their boundaries. At the present time zoning and subdivision controls are being exercised to integrate such developments with the Master Plan.

Finally, it is pointed out that no attempt has been made to cover the Master Plan developments in a comprehensive manner since such has been done in a number of publications, the most recent of which is the Royal Architectural Institute of Canada Journal of November 1955. Instead, we have attempted to highlight certain features of planning which are peculiar to the National Capital or may be of interest to planners in other centres due to the scope of the project.

THE FEDERAL DISTRICT COMMISSION PLANNING STAFF

D.L. McDonald - Director of Planning,
Federal District Commission

To properly assess the activities of the Federal District Commission planning staff, it should

be realized that in common with many municipal organizations, much planning work is handled by other elements of the Commission staff. The planning staff itself is primarily concerned with long range planning while the day-to-day decisions affecting the National Capital Plan may be made by other sections of the Federal District Commission or by federal, provincial or municipal bodies or agencies. However, the planning staff is in active liaison with such authorities and, is not only aware of such proposals and decisions but is given an opportunity of indicating the effect of such proposals on the National Capital Plan. To indicate the scope of the work, it should be pointed out that the National Capital District encompasses all or portions of two provinces and thirty-two municipalities in which live over 300,000 persons.

The planning group at the Federal District Commission was originally known as the National Capital Planning Service and was assembled in 1945 by Messrs. E. Fiset and the late John Kitchen to act as the Canadian staff for Mr. J. Greber on the preparation of the Master Plan for the National Capital Development.

Today this staff is doing what in a municipality would probably be known as long-range regional planning. This involves the study of the future physical and social growth of the area and the preparation of proposals covering such matters as arterial roads and highways, parks and parkways, location of governmental building areas, zoning and Green Belt controls, and railway relocation. As the staff numbers but six persons, it is obvious that most of this work is done in consultation with many other technicians rather than by the planning department alone.

As well as the above-mentioned activities, the Planning Department is in constant touch with real estate interests, industrialists and other persons or authorities interested in the future of the National Capital. Such persons or groups are given as much information dealing with planning as possible so that a reasonably high degree of co-operation is maintained between public and private interests.

It would be unwise to ascribe the achievements in the development of the National Capital to any one group, as federal, provincial and municipal authorities and officials have all co-operated to this end. However, the Federal District Commission and its planning staff has contributed substantially to this progress and is looking forward to still more tangible results in the next few years.

CENTRAL MORTGAGE AND HOUSING CORPORATION PLANNING STAFF

by George Nordmann

The Central Mortgage and Housing Corporation, in a recent reorganization, has set up a Development Division at its Head Office in Ottawa. Included in this Division are the Adviser on Community Planning and the Architectural and Planning Department.

The Adviser on Community Planning is responsible for the Corporation's activities under Part V of the National Housing Act. These activities have to do with aiding research and the distribution of information. This officer is in one sense the Corporation's attache to those with sovereign roles in planning.

The planning section of the Architectural and Planning Department has a staff of six qualified planners at present but it is anticipated that this number will soon be increased to meet the growing responsibilities of the Corporation in the planning field, some of which are outlined below.

While the control of the growth of communities is entirely a provincial and municipal function, the interests of these two levels of government do not extend to the more detailed aspects of development such as the duties in connection with mortgage underwriting which is a responsibility of the Corporation. All large subdivisions submitted to the Corporation for National Housing Act loans are reviewed by the planning staff and modifications are suggested when this is considered necessary.

The design and layout of permanent married quarters for the Department of National Defence absorbs a considerable amount of the planners' time. One of the current operations in this respect is the detailed layout of the P.M.Q. area of Camp Gagetown, New Brunswick. The nature of the site is such that great care is being given to the siting of the houses in order to preserve as many of the trees as possible.

The Corporation provides a planning service for a number of departments and agencies of the Federal Government and this offers a unique opportunity for studying and applying the differing planning techniques throughout the country. Conspicuous among these tasks are the plans which have been prepared for the new townsite at Gander for the Department of Transport, additions to the village of Deep River, Ontario, for Atomic Energy of Canada Limited and the townsite extension at Whitehorse, Yukon, and the eskimo townsite at Frobisher, Baffin Island, for the Department of Northern Affairs and National Resources.

As agent for the Minister of Public Works

under Section 36 of the 1954 Act, the Corporation is responsible for the site planning of public housing projects. The largest undertakings of this kind planned in the last year have been the Lawrence Heights and Regent Park South projects in Metropolitan Toronto, amounting to some 1800 dwellings of all types. These two projects formed the basis for an interesting study of high density development.

This brief outline of the main activities of the planning staff of Central Mortgage and Housing Corporation will give some indication of the scope and variety of the work which is being undertaken. It is the endeavour of the Corporation, with the co-operation of provincial, municipal and private planners to continue to raise the standard of planning throughout the country.

CITY PLANNING IN OTTAWA

by Ralph Borrowman

Basic to planning in the Nation's Capital, is appropriately, "The National Capital Plan"---- a program for the development of not only the City of Ottawa in Ontario, but also the City of Hull in Quebec, and the many other local governments in both provinces which together make up the metropolitan area of Ottawa. This plan has been many years in preparation by the National Capital Planning Service, the Federal District Commission and its internationally known consultant, Jacques Greber of Paris, France. The fourth of a series of master plans for Ottawa and its environs, this latest plan is a most comprehensive document, including in its proposals, many of the earlier proposals outlined in the Todd (1903), Holt (1915), and Cauchon (1922) reports, as well as the 1937-39 Greber studies relating to the development of government owned lands in the centre of the City of Ottawa. The plan is accepted today as the framework for the long range development of the whole area into a capital region appropriate to a nation of Canada's stature.

In addition to the Federal District Commission, which is the Canadian Government agency responsible for formulation and activation of development plans at Federal level in Ontario and Quebec, there are two Area Planning Boards, one in Quebec and one in Ontario, which are responsible under Provincial legislation, for detailed planning within the individual local authorities.

In Ontario, the Ottawa Planning Area Board is the agency under "The Planning Act," 1955 responsible for the detailed, day to day development of the planning area constituted by the City of Ottawa and its environs. This includes the enclosed Town of Eastview, and Village of Rockcliffe Park, the adjoining semi-urban Townships of Gloucester and Nepean, and the more rural Townships of Torbolton, Fitzroy and March, located nearby along the Ontario side of the Ottawa River.

Responsible to the Ottawa Planning Area Board is the City Technical Advisory Committee representing the Corporation of the City of Ottawa, and the County Technical Advisory Committee representing the remaining municipalities. As might be expected from their names, these committees are composed of engineers, architects and other technically trained personnel, whose duties are to advise the Ottawa Planning Area Board on all technical aspects of matters considered by the Board. The City Technical Advisory Committee consists of representatives from such organizations as the City of Ottawa Planning and Works Department, Ottawa Transportation Commission, Ottawa Hydro, Central Mortgage and Housing Corporation, Federal District Commission, and the City of Ottawa Water Department. Its functions are normally related to those problems referred to it by the Corporation of the City of Ottawa. The County Technical Advisory Committee performs duties on behalf of the other municipalities in the joint planning area.

The Department of Planning and Works of the Corporation of the City of Ottawa, through its Planning Branch performs a most important function. As the "designated" municipality under the Planning Act, the City provides technical staff and administrative service to the Ottawa Planning Area Board. The Branch is responsible for overall planning studies and development plans and conducts the necessary investigations preliminary to Planning Board and Council's approval of all subdivision proposals, land transfers, and zoning by-laws. In addition, it performs the normal day to day planning functions of the City which are normally not referred to the City Technical Advisory Committee. The scope of Branch activities extends into other departments, and into fields not directly related to planning, much of the work being of a liaison nature, particularly with respect to inter-departmental development plans. In terms of planning departments in other cities, the staff of the Branch is relatively small, having an authorized establishment for five engineers and such other staff as is required to carry out drafting, secretarial and stenographic duties required by the several regular and special committees the Branch serves.

In common with nearly all cities in Canada, Ottawa is experiencing growing pains, evidenced by rapid population growth. Complicating this situation is the fact that Ottawa has changed from a small, fully serviced urban area to a large sprawling city, spreading out from the original urban core into a vast, largely unserviced, semi-rural area annexed by the city in 1950. Annexation changed Ottawa's area from a minor urban centre to one of Canada's largest cities.

The implications of this rapid expansion, from a planning point of view, are obvious. With an almost fantastic development, largely on privately owned land, there has been a correspondingly heavy load put on the Planning staff to consider innumerable residential subdivisions, to investigate the city sewer, water and hydro services, schools, transportation, and similar problems, and to recommend approval of those developments considered as contributing to overall plans for the area. At the moment, a very large proportion of staff time is still being devoted to these studies, and to piloting subdivisions through the various stages to eventual registration. In addition to the foregoing subdivision considerations, the Branch must also investigate all land transfers of ownership where such transfers are proposed for property not included within existing registered plans of subdivision.

A further phase of the Branch's operations consists of a program for zoning in the City. While the problems here are not unique, possibly the methods used in correcting the situation are.

In general, before annexation, Ottawa had virtually no zoning, and what little there was, was incomplete in terms of modern zoning practice. With annexation, vast new areas which previously formed parts of two adjacent townships were taken over by the City. Because of the varied controls already placed upon the use of land by these townships the task of establishing uniform and comprehensive regulations for the whole of the City of Ottawa, became even more complex than before annexation.

During the ensuing years, several attempts, none too successful, were made to consolidate and extend protective zoning bylaws, but it wasn't until 1955 that a workable program was finally evolved. It was fairly apparent that no single by-law could be formulated which could adequately provide the necessary zoning protection. Varied regulations, lack of regulation, and unprecendented development demand, together with a lack of trained personnel, made it quite impossible to proceed with generally accepted procedures for preparation of land use maps, designation of various use districts and development of an overall district map and by-law. It was determined however, that rapidly expanding areas must be protected and a program was initiated which now permits consideration of relatively small, homogeneous areas, thus minimizing the complexity of the overall situation presented by the City as a whole. While this method does not permit immediate coverage of the whole City, it has the important advantages of providing the necessary protection where needed, at once, and of providing a means of doing a job with the staff available. Throughout the processing of each by-law, the staff confers with citizen committees, which consider in detail, zoning proposals for areas with which they are intimately familiar.

It is considered that this program eventually brings more of the public into direct contact with zoning and with the overall planning program than would the usual methods, and that these additional contacts, further the education of the public, improve public relations and bring about better "grass roots" City planning. It is further believed that this program is moving towards culimination at as early a date as might have been achieved by preparation of a single overall by-law, designed to cover the whole City.

From the foregoing it can be seen that a very active administrative program is in effect in the City of Ottawa, and that long range plans are well in hand. It would appear that present thinking, and varied plans for more immediate development should be consolidated into a master co-ordinating plan, which could be used as a ready reference by all concerned. In this regard, a major forward step has been taken through the preparation and adoption of an Official Plan of Highways, Parkways and Railway for the City of Ottawa and Environs. This Official Plan, now on deposit in the Ontario Government Department of Planning and Development, includes not only long range plans for the railway system but also a framework for the overall street pattern through establishment of a future network of major traffic arteries, all in accord with the National Capital Plan as documented in the previously mentioned Greber Report.

Major construction projects, based on these plans are presently complete, under construction or scheduled for early start. Typical projects are the Hurdman and Dunbar Bridges, opened to traffic recently and the Carling Avenue widening and Queensway limited access highway, scheduled to start this year. Paralleling these more spectacular developments, are the "behind the scenes" activities, such as zoning and subdivision control, which pave the way for a better planned city. Much remains to be accomplished in the detailed planning for redevelopment and future expansion, but from a planning point of view, it is apparent that Ottawa, within our time, will undoubtedly become the National Capital so vividly envisioned by early and present day planners.

COUNCIL PROCEEDINGS

Since the Institute's annual meeting in November 1955, the Council has held five meetings. On March 17th, we were fortunate to have in addition to those within driving distance of Toronto, Mr. J.A. Walker from Vancouver and Mr. B. Pelletier from Quebec. This was probably the most important Council meeting of the year since it considered and reviewed the excellent reports received from the Code of Conduct Committee, chaired by A.H. Armstrong, Ottawa; the Constitutional Amendment Committee, chaired by L. Gertler, Edmonton; and the Membership and Qualifications Committee, chaired by P.A. Deacon, Toronto.

With these reports in hand, the Council reviewed the present By-laws and Code of Conduct word by word. In addition to these reports, the resolutions and suggestions put forward at the last annual meeting were considered. The deliberations were long and fruitful, resulting in many proposed amendments to the By-laws and the Code of Conduct which will be again reviewed by the Council, then consolidated for submission to the membership-at-large and subsequently placed before a general meeting of the Institute.

A committee is presently studying the possibility and operation of a complete employment register which would give service to members of the Institute as well as agencies seeking town planners.

It might be of interest to note that the Institute engages in the interchange of correspondence and planning literature with other Town Planning Institutes in Australia, South America, South Africa, Great Britain, France, Denmark, Germany and United States. Through this interchange of literature, and assembly of other planning publications, it is hoped that a library can be established for the use of the members.

In recent correspondence from Australia, it is found that the State of New South Wales licenses town planners under State Legislation. This is the first time to our knowledge that an English-speaking country has passed legislation licensing town planners and requiring registration.

C.M.H.C. FELLOWSHIPS AND BURSARIES

Central Mortgage and Housing Corporation announces that up to 15 Fellowships and a limited number of Bursaries will be awarded to assist suitable persons with studies in community and regional planning, housing and the related fields of urban analysis and administration. The Fellowships are available for studies at the Universities of British Columbia, Manitoba, McGill, and Toronto.

Details of Fellowships can be obtained from the Registrars of the Universities and information regarding Bursaries can be had from the Chairman, Advisory Group, Development Division, Central Mortgage and Housing Corporation, Ottawa.

ANNUAL MEETING

Members are again reminded that the Annual Meeting and Conference will be held at the Banff School of Fine Arts on September 20th, and 21st, 1956. Further details will be issued later.

PERSONAL

Grant Bacchus has taken up duties as a design engineer in the Transportation division of the Metropolitan Toronto Planning Board Staff. Mr. Bacchus was previously employed at the Ontario Department of Highways.

Michael Bacon has been appointed Planning Director to the municipality of Toronto Township. He was previously a member of the Projects Division of the City of Toronto Planning Board Staff.

Harry S. Coblentz who was previously Planning Director for Toronto Township has taken the position of Director of Planning for the City of Albuquerque, U.S.A.

Bernard Turner-Davis has commenced duties in the Projects Division of the City of Toronto Planning Board. Prior to this he was an architect planner with Basildon New Town Corporation, England.

Geoffrey Fryer has joined the staff of the Metropolitan Toronto Planning Board in its Land Use Division. He is the holder of a C.M.H.C. Fellowship in Planning in the University of Toronto and has worked for C.M.H.C. as a planner and designer.

Walter Furness has taken up duties in the Long Range Planning Division of the City of Toronto Planning Board. Mr. Furness comes to Toronto from the London County Council's Planning Department, England.

Alan McWilliam has joined the Long Range Planning Division of the City of Toronto Planning Board after holding a previous appointment as senior assistant planning officer with the Inverness County Council, Scotland.

Benjamin Prince has joined the City of Toronto Planning Board Staff in the Projects Division. He has vacated a planning appointment with the Cornwall County Council, England.

Mansel L. Thomas joined the staff of the Metropolitan Planning Commission of Greater Winnipeg. He was formerly planning Assistant with the Essex County Council, England.

POSITIONS VACANT

EDMONTON DISTRICT PLANNING COMMISSION

Planning Associate Salary $4,440 to $5,400, 5 day week, 3 week annual holiday. Duties: Assist in preparation of regional plan, location and design of roads and utilities, preparation of capital development programmes, assist member municipalities with day to day planning problems.

Apply to the Director, Edmonton District Planning Commission, 10523 - 100th Avenue, Edmonton, Alberta.

SASKATCHEWAN PROVINCIAL GOVERNMENT DEPARTMENT OF MUNICIPAL AFFAIRS

COMMUNITY PLANNING BRANCH

Community Planning Advisor, Salary $324 - $394 per month if background is in social sciences and $337 - $409 per month if physical science background. Duties: Consulting Services to small municipalities, zoning, subdivision design, municipal annexations and incorporations, drafting of planning forms, by-laws and descriptive matter, public relations and advisory meetings with municipalities. Apply to: Public Service Commission, Legislative Building, Regina, Saskatchewan.

METROPOLITAN TORONTO PLANNING BOARD

Assistant Subdivision Administrator, Salary $4,431 to $5,187. Must have administrative ability and preferably formal education in planning and experience in a planning office. Apply to M.V. Jones, Director of Planning, 133 Richmond Street, West, Toronto 1, Ont.

CITY OF TORONTO PLANNING BOARD

Assistant City Planners. Grade 1, $5,346 to $6,210 and Grade 2, $4,428 to $5,184. Commencing salary will depend on qualifications and experience. Applicants should have qualifications in planning or related fields and should have some planning experience. Apply to the Director, City of Toronto Planning Board, 414 Bay Street, Toronto, Ontario.

TOWN PLANNING INSTITUTE OF CANADA

President A.P.C. ADAMSON
School of Architecture,
University of Toronto,
Toronto, Ontario.

Secretary HUGH T. LEMON
King Edward Hotel,
Toronto 1, Ontario.

Material for publication in the NEWS should be forwarded to:

A.H. Roberts,
10 Rosehill Avenue,
Toronto, Ontario.